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Neur	uppin Airfield	ACT AND THE PROPERTY AND THE PARTY AND THE PROPERTY AND T	ORT	25X1
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		DIMINED		ALTERNAL MINISTRAL MANAGEMENT (CONT. CONT. AND
DATE OF CONTE		DATE_PREPARED	26 March 1953	25X1
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1.	The following observations 13 and 25 February 1953: 13 February. Between 9 a was practiced by individua Gentzrode area. There was the target at an angle of	.m. and 2 p.m., fir 1 swept-back jet fi a closed cloud bas	ing at ground targ	ets heck- proached
	the target at an angre of	about 35 degrees.		25X1
	14 February. At 6:30 a.m., aircraft engines were started. At 8 a.m., the sir raid siren sounded for 20 to 25 seconds. When the sound died away, a yellow star was fired in front of the flight control building. At 8:08 a.m., the alert planes took off within 32 seconds. The sky was overcast and visibility was limited to 4 or 6 km. The alert planes. which were equipped with auxiliary fuel tanks			
· .	tion flying for about half well. There was air activ made by swept-back jet fig	assembled in a for an hour. Flight trity up to 1:45 p.m.	mation and practic raining was perfor	med very its were
	At about 4:45 p.m., 22 Mic and 1 plane, probably an I	which flew in for -15 and type-29 pla	ormations of three mes, 3 Yak-lls, so at the field.	
	15 and 16 February. There and visibility was limited		cy. The sky was o	ercast
	18 February. There was a in the morning; the overcomit with auxiliary fuel tanks flying above the clouds at	east broke up in the took off at 2:58 p.	e afternoon. Four me, practiced form	MiG-15s ration 8:54 and
	Another four Mig-	-15s with auxiliary	fuel tanks and wit	the 25X1
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25 YEAR RE-REVIEW

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climbed to high 25X1 altitudes, and landed between 4:22 and 4:23 p.m. At the same time, local flying was practiced by Po-2s. Between 6 and 9 p.m., individual Po-2s circled over the field while the boundary lights on the airfield were switched on. 19 and 20 February. There was no air activity in foggy weather. 21 February. Between 9:30 a.m. and 12:45 p.m., 25X1 individual MiG-15s with auxiliary fuel tanks flew through the clouds and climbed to high altitudes. There was a closed cloud base at an altitude of 400 to 600 meters and visibility of 5 km. After the take-off, the planes pierced the clouds without banking. Prior to landing, the individual planes flew above 25X1 the DF station or in the clouds, subsequently banked and, after a horizontal flight, came out of the clouds exactly above the beacen. Then, the engine was throttled and the plane approached for landing, flying at a slight angle. As the DF station is located south of the runway, the planes flew parallel to the runway when flying above and while piercing through the clouds. 25X1 22 and 23 February. There was no air activity. The sky was overcast and visibility was limited to 4 km. 24 February. Between 9:30 a.m. and 3:45 p.m., individual MiG-15s were observed flying in or above the clouds at intervals of about AO minutes. There was a scattered cloud base and visibility of 10 km. 25X1 Ft about 4 p.m., observed from the Nittstocker Allee that 24 MiG-15s and type-29 planes, 5 Yak-11s and 2 Po-2s were parked at the field. Petween 6:40 and 10 p.m., individual Po-3s practiced taking off and landing. 25 February. No activity was observed at the field throughout the day. The weather was foggy. 1 25X1 2. On 24 February, sedan occupied by an air force general, proceeded toward the field coming from the direction of Bechlin. 3. At about 11 a.m. on 14 February, formation flying was practiced by aircraft including three 25X1 At about 2 p.m. on 18 February, low level flights were rade by MiG-15s with auxiliary fuel tanks under their wings. At about 1:30 p.m. on 21 February, 18 MiG-15s and type-29 planes were parked at the end of the runway, 4 Po-2s were in front of the henger, while 3 MiG-15s were observed aloft. 25X1 4. In mid-February, 10 shrapnelproof aircraft revetments were observed north of the runway. Ten soldiers worked on an underground bunker, about 10 x 3 meters, south of the destroyed hangars. The following air activity was observed at the field between 18 and 24 February: 18 February. There was intensive air activity by swept-back jet fighters with auxiliary fuel tanks. Between 11:30 a.m. and 4 p.m., flying was practiced in formations of four planes. SECRET

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young pilots.

19 and 20 February. No air activity was observed. There was a closed cloud hase and hazy weather.	
21 February. There was a little air activity by individual MiG-15s in the morning.	
22 February. At 10:30 e.m., observed from the Wittstocker Allee that 19 MiG-15 and type-29 planes were parked at the field.	25 X 1
23 February. Red Army Pay. There was no air activity.	
24 February. Individual flights were made by MiG-15s throughout the day. Po-2s practiced flying after 6 p.m.	
Comment. Neuruppin airfield is occupied by a fighter regiment. Air activity performed on the previous level included advanced training	25 X 1

25X1

25X1

2. Comment. Some of the shraphelproof aircraft revetments are located in the northeastern corner of the landing field, north of the runway, while the others are beside the southern taxiway.

by old pilots and formation and night flight training on Po-2s by

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